

U.S. Department of Transportation
U.S. Coast Guard
LOCAL NOTICE TO
MARINERS



JULY WEEKLY SUPPLEMENT

NOTICE NUMBER 30/00

July 25, 2000

Boating Safety Classes or Information: 1-800-336-BOAT (2628)

** INTERNET ADDRESS **

<http://www.uscg.mil/d13/>

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (oan)
915 Second Avenue, Seattle, Washington 98174-1067
Telephone (206) 220-7270 FAX # (206) 220-7285

BROADCAST NOTICES TO MARINERS (BNMs)

This Local Notice to Mariners (LNM) includes information concerning waterways in the Thirteenth Coast Guard District promulgated by the following broadcasts:
BNM 0536-00 to 0548-00

LIGHT LIST REFERENCE: COMDTINST M16502.6, Light List Volume VI, 2000 Edition

I. SPECIAL

33 CFR PART 165- FINAL RULE

165.1310 STRAIT OF JUAN DE FUCA AND ADJACENT COASTAL WATERS OF NORTHWEST WASHINGTON – Makah Whale Hunting – Regulated Navigation Area - SEE (LNM) 27/00 FOR SPECIFIC DETAILS. A copy of this LNM can be obtained by the use of our internet address.

ALASKA - PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY

SEE (LNM) 27/00 FOR SPECIFIC DETAILS. A copy of this LNM can be obtained by the use of our internet address.

WASHINGTON – PUGET SOUND – SOUND SIGNALS -

The Coast Guard has discovered that certain models of fog detectors may not activate the sound signal if a failure of the fog detectors occurs. SEE (LNM) 27/00 FOR SPECIFIC SOUND SIGNALS. A copy of this LNM can be obtained by the use of our internet address on page one.

PACIFIC COAST AND PACIFIC ISLANDS – LIGHT LIST, COMDTPUB P16502.6 – NEW EDITION – Announcement –

The Coast Guard announces that the year 2000 Light List is now available. The cost for the 2000 Light List is \$30.00, and can be ordered by using the order sheet on (page 9) of this Local Notice to Mariners. This publication is also available at Government Book stores and some Marine stores.

WASHINGTON – LAKE WASHINGTON – SEATTLE SEAFAIR UNLIMITED HYDROPLANE RACE – Safety Zone Regulation -

This notice implements 33CFR 100.1301 for the Seattle Unlimited Hydroplane Race, to be held from 04 August to 06 August 2000. These special local regulations are needed to provide for the safety of participants and spectators on the navigable waters during this event. The effect will be to restrict general navigation in the regulated area for the safety of participants and spectators of the Hydroplane Race. The safety zone consists of: The waters of Lake Washington bounded by Mercer Island (Lacey V. Murrow) Bridge, the western shore of Lake Washington, and the east/west line drawn tangent to Bailey Peninsula and along the shoreline of Mercer Island.

The Coast Guard will maintain a patrol consisting of active and Auxiliary Coast Guard Vessels. The Coast Guard patrol is under the direction of the Coast Guard Patrol Commander ("Patrol Commander"). The Patrol Commander is empowered to control the movement of vessels on the race course and in the adjoining waters during the periods the regulation is in effect.

EFFECTIVE DATE: This regulation is effective on 04, 05 August 2000 from 0800 to 1800 local; and on 06 August 2000 from 0800 local until one hour after the conclusion of the last race (at approximately 1800 local).

FOR FURTHER INFORMATION CONTACT: LT Paul Stocklin, USCG Marine Safety Office Puget Sound, telephone (206) 217-6232.

WASHINGTON - DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS) – Off Air –

Mariners are urged to use other means of navigation during the following DGPS off air date/times:

DGPS Site	Freq.	Primary Date	Local Time	Alternate Date	Local Time
Robinson Point	323 kHz	31 July 00	1130 to 1330	01 August 00	1130 to 1330
Appleton	300 kHz	28 Aug 00	0900 to 1100	29 August 00	0900 to 1100

I. SPECIAL (continued)

WASHINGTON – LAKE WASHINGTON – SEAFAIR BLUE ANGELS AIR SHOW – Vessel Movement Control –

The Coast Guard will be controlling vessel movement on the waters of Lake Washington from 0830 to 1500 local 02 through 06 August 2000. The Captain of the Port Puget Sound, Seattle, WA, is taking this action to safeguard watercraft and their occupants from the safety hazards associated with high performance aircraft conducting complex maneuvers at high speed and low altitudes. The vessel control area will encompass the area of Lake Washington over which the air show will take place. Entry into this area may be prohibited due to safety hazards and will be monitored by law enforcement personnel.

BACKGROUND AND PURPOSE: The Coast Guard will monitor vessel movement for the U.S. Blue Angels Air Show sponsored by Seafair, Incorporated. The controlled area encompasses 47°36'32"N 122°15'59.0"W; thence to position 47°36'25.9"N 122°16'38.0"W; thence to position 47°33'07.7"N 122°15'48.8"W; thence to position 47°36'33"02"N 122°15'31.5"W; thence to point of origin. Entry into this area may be prohibited during the air show and practice sessions. This area will be enforced by representatives of the Captain of the Port, Puget Sound, Seattle, WA. The Captain of the Port may be assisted by other federal, state and local agencies.

FOR FURTHER INFORMATION CONTACT: LT Paul Stocklin, USCG Marine Safety Office Puget Sound, telephone (206) 217-6232.

OREGON – CAPE SEBASTIAN TO HUMBURG MOUNTAIN – ROGUE RIVER – Oceanographic Equipment –

Two subsurface oceanographic moorings have been deployed in the vicinity of Gold Beach, Oregon, at the following locations/depths:

42°26.58'N 124°34.39'W	42°26.49'N 124°34.47'W
bottom depth = 41 fathoms	bottom depth = 41 fathoms
depth to top of mooring = 40.5 fathoms	depth to top of mooring = 9 fathoms

Mariners are advised that fishing activity in this area may result in damage to and or loss of fishing gear.

Chart 18601

OREGON – COLUMBIA RIVER – ASTORIA – Potential Navigation Hazard -

The Astoria Mooring Basin east breakwater at the west mooring basin has breached. An orange buoy has been placed approximately ten feet north of the breakwater.

Mariners are advised to stay clear of the east breakwater and marker buoy.

Chart 18521

WASHINGTON – LAKE WASHINGTON SHIP CANAL – HIRAM M. CHITTENDEN LOCKS – Large Lock Closure -

The Army Corps of Engineers advise that the large navigation lock will be closed from midnight to 0400 local on the following days:

03 August 2000	08 August 2000	10 August 2000
13 August 2000	17 August 2000	20 August 2000

The small lock will be operational during these closed periods.

Chart 18477

WASHINGTON – LAKE WASHINGTON SHIP CANAL – HIRAM M. CHITTENDEN LOCKS – Vessel Length Restriction in the Large Lock –

The Army Corps of Engineers advise that the large navigation lock will be reduced to the west chamber being operational. This will restrict vessels size to 327 feet or shorter. This restriction will be from 01 November 2000 through 31 March 2001. During this restricted period the large lock will be closed from 1300 local 17 November to 1600 local 02 December 2000. The small lock navigation lock will be operational during the restriction and closure periods.

Chart 18477

WASHINGTON – GRAYS HARBOR – WATERWAYS ANALYSIS – Request for Comments –

The Coast Guard is conducting a Waterway Analysis and Management System (WAMS) study of Grays Harbor. This WAMS focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Comments are requested on or before 31 October 2000. Any interested party may participate in a user survey or provide input. Please contact: LTJG

Katie Alexander at (206) 220-7274 or e-mail; kalexander@pacnorwest.uscg.mil or write to:

Commander (oan)
13th Coast Guard District
Attn: LTJG Katie Alexander
915 2nd Ave
Seattle, WA 98174-1067

OREGON – WASHINGTON – COLUMBIA RIVER – Bridge Information – Interstate 5 bridges between Vancouver and Portland at mile 106.5 –

The vertical lift spans are authorized to be closed for painting from July 15 to September 15, 2000. This is a continuation of the painting of the lift towers that began last summer. The closure is contingent upon the river level remaining at or below 6 feet for the daily mean (Columbia River Datum). The Coast Guard published a temporary final rule in the Federal Register on June 23, 2000 (65FR39107). A copy of this notice may be obtained by calling Austin Pratt at (206) 220-7282.

Charts 18524, 18526

OREGON – WILLAMETTE RIVER – Bridge Information –

The draw of the following bridges need not open for the passage of vessels on the dates and times listed:

Bridge Name	Date	Local Times	Bridge Name	Date	Local Times	Bridge Name	Date	Local Times
Burnside	28 August 00	1130 to 1200	Broadway	13 July 00	0700 to 1230	Hawthorne	13 August 00	0630 to 1030
	13 August 00	0700 to 1030						

Chart 18526

WASHINGTON – GRAYS HARBOR – Wishkah River – Bridge Information –

The draw of the Heron Street (River Mile 0.2) & Wishkah Street (River Mile 0.4) bridges need not open for the passage of vessels on the dates and times listed:

Start Date	Time	End Date	Time
24 July 00	1800	to 18 August 00	0500
21 August 00	0500	to 01 September 00	2000

Chart 18502

I. SPECIAL (continued)**OREGON – WILLAMETTE RIVER – BURLINGTON NORTHERN SANTA FE RAILROAD BRIDGE – Bridge Information –**

A survey indicates that the water depth in the vicinity of the center span of the Burlington Northern Santa Fe Railroad Bridge at river mile 6.9 may be less than charted. The water depth in position 45 34.9"N, 122 44.8"W is reported to be approximately 39.1 feet from Columbia River DATUM zero; however, lesser depths have been reported in the vicinity. Instrument error is reported as approximately plus or minus 0.5 feet. Mariners are urged to use caution when transiting this area.

25 July 2000

Thirteenth Coast Guard District

WASHINGTON – SNAKE RIVER – Bridge Lighting –

Lighting discrepancies have been reported on the following bridges:

The Highway 12 Bridge at mile 2.2 -Several downstream red pier lights and the downstream topmost white center of channel light are reported extinguished.

The Burlington Northern Railroad Bridge at mile 1.5 -The downstream green center of channel light is reported extinguished.

OREGON – WASHINGTON – COLUMBIA RIVER – Silting Report –

The Army Corps of Engineers (ACOE) have commenced dredging in the Columbia River . Mariners are advised that the following areas have some silting:

EXPLANATION OF SILTING LOCATIONS: (River Mile 67 + 10 to 67 + 50) Indicates that 1 to 2 feet of silting has occurred on the Washington side of the river starting 10 feet upriver from River Mile 67 and ending 50 feet upriver from River Mile 67 for a total of 40 feet of reduced channel depth.

AREA	LOCATION
Slaughters Channel	(River Mile 67 + 10 to 67 + 50) Washington side
Brooks	(River Mile 29 + 45 to 30 + 15) Oregon side
Miller Sands	(River Mile 21 + 28 to 21 + 42) Oregon side & (River Mile 22 + 12 to 22 + 20) Washington side & (River Mile 23 + 30 to 23 + 50) Oregon side

These areas are silting to the point where they are reducing the channel depth by 1 to 2 feet.

Charts 18523 and 18524

COLUMBIA RIVER ENTRANCE – COOS BAY ENTRANCE - Dredging Operations –

Dredging operations are being conducted by the Hopper Dredge DODGE ISLAND and Survey Vessel MIAMI RIVER and will continue through 30 November 2000 at the following locations:

AREA	MATERIAL PLACEMENT
Columbia River Entrance & Columbia River	Disposal Area E-2
Coos Bay Entrance	Disposal Area F-NS-00
Coos Bay Entrance	Disposal Area F-1-00

Dredging operations will be 7 days per week, 24 hours a day. The Dredge and Survey Vessel will monitor VHF channels 13 & 16.

Chart 18521 and 18587

OREGON – WASHINGTON – COLUMBIA RIVER ENTRANCE – Dredging Operations –

Dredging operations are being conducted by the Dredge ESSAYONS at the mouth of the Columbia River and will continue through 31 July 2000. The dredge material will be placed in the North Jetty material placement site designated NJ-1.

Chart 18521

II. DISCREPANCIES - DISCREPANCIES CORRECTED

THE FOLLOWING AIDS TO NAVIGATION ARE NOT WATCHING AS ADVERTISED IN THE LIGHT LIST VOLUME VI, THIRTEENTH DISTRICT SECTION: **Highlighted** text denotes new discrepancy since last LNM.

NOTE: Mariners are cautioned that portions of missing structures may remain.

FEDERAL AIDS

LL #	Aid Name	Status	Chart	BNM	LNM
635	HECETA HEAD LIGHT	MAIN LIGHT EXTINGUISHED EMERGENCY LIGHT OPERATIONAL	18580	0452-00	23/00
720	GRAY HARBOR LIGHT	MAIN AND SECONDARY LIGHT AND SOUND SIGNAL INOPERATIVE	18502	0544-00	30/00
11680	MULTNOMAH FALL DIKE LT 82	EXTINGUISHED	18531	0532-00	29/00
15187	WILLAPA BAY ENTRANCE BUOY D	MISSING	18504	0453-00	23/00
15735	GRAYS HBR N CHNL RANGE D FRONT LT	DESTROYED	18502	1071-99	50/99
16165	NEAH BAY INNER DBN 4	MISSING	18484	0329-00	15/00

PRIVATE AIDS

LL #	Aid Name	Status	Chart	BNM	LNM
18470	GEDNEY ISLAND FISH REEF BUOY A	MISSING	18444	0107-99	05/99
19377	HUNTER BAY AQUACULTURE LB (2)	MISSING	18429	0949-99	46/99

FEDERAL AIDS

THE FOLLOWING AIDS TO NAVIGATION DISCREPANCIES HAVE BEEN CORRECTED SINCE THE LAST LOCAL NOTICE TO MARINERS:

LL #	Aid Name	Status	Chart	BNM	LNM
NONE					

PRIVATE AIDS

LL #	Aid Name	Status	Chart	BNM	LNM
NONE					

III. TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED

THE FOLLOWING AIDS TO NAVIGATION HAVE BEEN TEMPORARILY CHANGED:

LL #	Aid Name	Status	Chart	BNM	LNM
SEE (LNM) 29/00 FOR SPECIFIC DETAILS. A copy of this LNM can be obtained by the use of our internet address.					

THE FOLLOWING TEMPORARY AIDS TO NAVIGATION HAVE EITHER BEEN RESTORED TO NORMAL OPERATION OR DISCONTINUED:

LL #	Aid Name	Status	Chart	BNM	LNM
NONE					

IV. CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Horizontal Datum	Source of Correction	Current Local Notice to Mariners
18427	19th Ed.	3/27/99	Last LNM 01/97	NAD 83	(CGD13)(NOS SIVLER SPRINGS) or	(CGD13)02/97
WA - FRANKLIN LAKE - PROTECTION WATERWAY - SHELTER HARBOR -						
Add	Safe Channel Light "2", Fl R 4s	15FT 4M				47°48'30"N 122°15'00"W
Corrective	Object of corrective	action	action			Position

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated July 1, 2000, published by the National Ocean Service, is available for issue. It may be obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD, 20737-1199. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed.

The National Ocean Service (NOS) is faced with increasing production costs in the publication and distribution of its nautical products. In order to provide critical information to the mariner, NOS must prioritize publication of these products. As part of this prioritization, Chart No. 1, United States of America, Nautical Chart Symbols and Abbreviations will no longer be published in a hard copy form. To ensure that the information in Chart No. 1 is available to the maritime community, a digital copy can be accessed through the Office of Coast Survey home page (<http://chartmaker.ncd.noaa.gov>) where it can be viewed and downloaded. An abridged version of Chart No. 1 will also be incorporated in future editions of the U.S. Coast Pilot. Another alternative is the abridged version of Chart No. 1 that has been available for many years on the back of NOS training chart 1210Tr. NOS believes these options will serve users by continuing to provide the information in Chart No. 1. Comments should be addressed to:

Director N/CS5
National Ocean Service, NOAA
1315 East-West Highway
Silver Spring, Maryland 20910-3282

18447	26th ed.	01/25/1997	LAST LNM : 26/99	NAD 83		(CGD13)30/00
WA - LAKE WASHINGTON SHIP CANAL AND LAKE WASHINGTON						
ADD			South Lake Washington Monitoring Buoy Fl Y 4s, Yellow		at 47°35'03.4"N 122°16'02.7"W	
			Edmondson Monitoring Buoy Fl Y 4s, Yellow		at 47°38'07.3"N 122°16'14.5"W	
			North Lake Washington Monitoring Buoy Fl Y 6s, Yellow		at 47°41'13.4"N 122°13'59.5"W	
18502	83rd ed.	11/30/1996	LAST LNM : 23/00	NAD 83		(NOS SILVER SPRING)30/00
WA - GRAYS HARBOR						
ADD			Controlling Depth for Grays Harbor		centered at 46°56'12.0"N 123°47'06.0"W	
18521	67th ed.	11/06/1999	LAST LNM : 29/00	NAD 83		(CGD13)30/00
OR-WA-COLUMBIA RIVER-PACIFIC OCEAN TO HARRINGTON POINT-ILWACO HARBOR						
RELOCATE			Clatsop Spit Lighted Whistle Buoy "10" from 46-15-14.6N 124-03-14.1W		to 46°15'08.9"N 124°03'13.8"W	
18523	52nd ed.	11/20/1999	LAST LNM : 27/00	NAD 83		NOS SILVER SPRING 30/00
OR - COLUMBIA RIVER - HARRINGTON POINT TO CRIMS ISLAND						
CHANGE			Driscoll Front Range Light to: Q R, 23 ft		at 46°09'02.8"N 123°23'41.4"W	
18535	11th ed.	08/11/1990	LAST LNM : 22/98	NAD 83		(CGD13)30/00
OR & WA - COLUMBIA RIVER - JOHN DAY DAM TO BLALOCK						
RELOCATE			Lake Celilo Temporary Buoy 46A, from 45-42-26.9N 120-43-22.1W		to 45°42'27.5"N 120°43'22.3"W	
			Previously Temp Added			
18581	16th ed.	05/22/1999	LAST LNM : 42/99	NAD 83		NOS SILVER SPRING 30/00
OR - YAQUINA BAY AND RIVER						
ADD			3 ft sounding		at 44°37'16.9"N 124°03'01.7"W	
			5 ft sounding		at 44°37'17.9"N 124°03'02.4"W	

IV. CHART CORRECTIONS (continued)

18581	16th ed.	05/22/1999	LAST LNM : 28/00	NAD 83		NOS SILVER SPRING 30/00
OR - YAQUINA BAY AND RIVER						
CHANGE			Depth legend to: 6 FT FOR WIDTH OF 100 FT APR 2000		at 44°37'24.2"N 124°03'11.9"W	
SUBSTITUTE			22 ft sounding for 19 ft		at 44°37'14.4"N 124°03'31.6"W	
			18 ft sounding for 21 ft		at 44°37'18.1"N 124°03'34.7"W	
			27 ft sounding for 20 ft		at 44°37'25.6"N 124°03'18.1"W	
			20 ft sounding for 18 ft		at 44°37'39.6"N 124°02'58.3"W	
			27 ft sounding for 24 ft		at 44°37'33.2"N 124°02'41.3"W	
			11 ft sounding for 17 ft		at 44°37'16.0"N 124°03'38.5"W	
			11 ft sounding for 13 ft		at 44°37'19.2"N 124°03'34.3"W	
			28 ft sounding for 16 ft		at 44°37'27.4"N 124°03'24.7"W	
			18 ft sounding for 16 ft		at 44°37'34.0"N 124°03'01.3"W	
			27 ft sounding for 24 ft		at 44°37'33.2"N 124°02'41.3"W	
			1 ft sounding for 5 ft		at 44°37'21.8"N 124°03'03.5"W	
			23 ft sounding for 30 ft		at 44°37'14.6"N 124°03'38.6"W	

		18 ft sounding for 21 ft		at	44°37'18.1"N	124°03'37.7"W
18583	37th ed.	05/09/1992 LAST LNM : 22/00	NAD 83			NOS SILVER SPRING 30/00
	OR - SIUSLAW RIVER					
	ADD	5 ft sounding		at	43°57'52.4"N	124°06'20.6"W
	DELETE	3 ft sounding		at	43°57'52.7"N	124°06'21.7"W
	SUBSTITUTE	4 ft sounding for 7 ft		at	43°57'50.0"N	124°06'25.6"W
		5 ft sounding for 1 ft		at	43°57'53.3"N	124°06'17.0"W
		5 ft sounding for 2 ft		at	43°57'54.6"N	124°06'13.8"W
		13 ft sounding for 19 ft		at	43°58'01.2"N	124°06'08.6"W
		8 ft sounding for 10 ft		at	43°58'04.8"N	124°07'01.7"W
		6 ft sounding for 4 ft		at	43°57'56.2"N	124°06'08.8"W
		7 ft sounding for 4 ft		at	43°57'59.2"N	124°06'02.5"W
		9 ft sounding for 7 ft		at	43°58'04.2"N	124°05'45.8"W
18584	46th ed.	07/19/1997 LAST LNM : 28/00	NAD 83			NOS SILVER SPRING 30/00
	OR - UMPQUA RIVER - PACIFIC OCEAN TO REEDSPORT					
	ADD	20 ft sounding		at	43°43'03.6"N	124°09'20.1"W
		20 ft sounding		at	43°42'15.2"N	124°09'29.8"W
	DELETE	20 ft sounding		at	43°44'49.4"N	124°07'49.9"W
	SUBSTITUTE	20 ft sounding for 24 ft		at	43°43'31.6"N	124°09'40.4"W
		17 ft sounding for 20 ft		at	43°43'01.1"N	124°09'23.5"W
		19 ft sounding for 22 ft		at	43°43'46.4"N	124°09'46.2"W
		13 ft sounding for 21 ft		at	43°43'10.7"N	124°07'19.0"W
		19 ft sounding for 22 ft		at	43°42'56.1"N	124°09'13.2"W
		13 ft sounding for 16 ft		at	43°42'20.0"N	124°05'38.8"W
		17 ft sounding for 19 ft		at	43°43'07.5"N	124°09'28.4"W
		19 ft sounding for 22 ft		at	43°42'52.6"N	124°09'19.6"W
18587	67th ed.	08/11/1997 LAST LNM : 28/00	NAD 83			NOS SILVER SPRING 30/00
	OR - COOS BAY					
	ADD	7 ft sounding		at	43°24'02.3"N	124°16'42.0"W
		10 ft sounding		at	43°24'05.2"N	124°16'40.3"W
	CHANGE	Depth legend to: 22 FT MAY 2000		at	43°23'59.2"N	124°16'48.6"W
		Depth legend to: 32 FT MAY 2000		at	43°24'00.8"N	124°16'55.3"W

V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION
NONE

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

Comments are requested on or before August 18, 2000 Attn: Mr. John Barberi
COLUMBIA RIVER – LONGVIEW – Light Information –
The Coast Guard proposes to discontinue Slaughters Dike Light 26 (LLNR 10810). Due to new pier construction in the area, the light is no longer considered necessary for safe navigation.
Chart 18524

Comments are requested on or before July 28, 2000 Attn: Mr. John Barberi
OREGON – APPROACHES TO YAQUINA AND DEPOE BAY – Tillamook Bay – Light Information –
The Coast Guard proposes that Tillamook Bay Entrance Direction Light (LLNR 9830) be made permanent.
Chart 18558

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION (continued)

Comments are requested on or before July 28, 2000 Attn: Mr. John Barberi
COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS – Longview – Daybeacon Information –
The Coast Guard proposes to discontinue Slaughters Dike Daybeacon 20A (LLNR 10795). The daybeacon is no longer considered necessary for safe navigation in the area.
Chart 18524

VII. GENERAL
REFER TO LOCAL NOTICE TO MARINERS 27/00 FOR CURRENT INFORMATION.

VIII. CORRECTIONS TO THE LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 2000:
An asterisk *, indicates the column in which a correction has been made or new information added.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks
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PACIFIC OCEAN TO HARRINGTON POINT

9955	<i>Clatsop Spit Lighted Whistle Buoy 10</i>	46 15 08 N 124 03 13 W	Fl R 4s		4	Red.	
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Lake Washington

18285	North Lake Washington Monitoring Buoy	47 41 13 N 122 13 59W	Fl Y 4s		Yellow	Private aid.	
*	*	*	*	*	*	*	30/00
18320	Edmondson Monitoring Buoy	47 38 07N 122 16 14W	Fl Y 4s		Yellow	Private aid.	
*	*	*	*	*	*	*	30/00
18388	South Lake Washington Monitoring Buoy	47 35 03N 122 16 02W	Fl Y 4s		Yellow	Private aid.	
*	*	*	*	*	*	*	30/00

IX. ADDITIONAL ENCLOSURES:
NONE

If you have any questions, comments, or need additional information concerning this or other LNM's or the LNM Mailing List (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

G. F. GREENE
Captain, U.S. Coast Guard
Chief, Aids to Navigation & Waterways Management Branch
Thirteenth Coast Guard District
By direction of the District Commander

Coast Pilot 7 31st 1997 Corrections

Page 77-Paragraph 1144, line 3; read:
tons unless otherwise authorized with the written permission
of the Captain of the Port.

(FR 6/16/98; CL 979/98)

Page 78-Paragraph 1215, line 3 through Paragraph 1217;
read:

end boundaries of which are semicircles, with a radii of 500
yards and center, respectively at

37°42'37"N., 122°19'48"W.;

37°43'29"N., 122°19'48"W. (NAD 83); and the side
boundaries of which are parallel tangents joining the
semicircles. A forbidden anchorage zone extends 667 yards
out from the perimeter on each side.

(FR 6/16/98; CL 979/98)

Page 135-Paragraph 3309; read:

(v) (Reserved)

(CL 174/00; FR 1/26/2000)

Page 135-Paragraph 3311; read:

(1) *At Bonneville Lock and Dam*. The water restricted to
all vessels, except Government vessels, are described as all
waters of the Columbia River and Bradford Slough within
1,000 feet above the first powerhouse, spillway, and second
powerhouse (excluding the new navigation lock channel) and
all waters below the first powerhouse, spillway, second
powerhouse, and old navigation lock. This is bounded by a
line commencing from the westernmost tip of Robins Island
on the Oregon side of the river and running in a South 65
degrees West direction a distance of approximately 2,100 feet
to a point 50 feet upstream of the Hamilton Island Boat Ramp
on the Washington shore. Signs designate the restricted areas.
The approach channel to the new navigation lock is outside
the restricted area.

(CL 174/00; FR 1/26/2000)

Page 135-Paragraph 3314 through Paragraph 3318; read:

(4) *At McNary Lock and Dam*. The waters restricted to all
vessels, except to Government vessels, are described as all
waters commencing at the upstream end of the Oregon fish
ladder thence running in the direction of 39° 28' true for a
distance of 540 yards; thence 7° 49' true for a distance of
1,078 yards; thence 227° 10' for a distance of 468 yards to the
upstream end of the navigation lock guidewall. The
downstream limits commence at the downstream end of the
navigation lock guidewall thence to the south (Oregon) shore
at right angles and parallel to the axis of the dam. Signs
designate the restricted areas.

(5) *At Ice Harbor Lock and Dam*. The waters restricted to
all vessels, except Government vessels, are described as all
waters within a distance of about 800 yards upstream of the
dam lying south of the navigation lock and bound by the line

commencing at the upstream end of the guidewall, and
running a direction of 91° 10' true for a distance of 575 yards;
thence 162° 45' to the south shore, a distance of about 385
yards. The downstream limits commencing at the
downstream end of the guidewall; thence to the south shore,
at right angles and parallel to the axis of the dam. Signs
designate the restricted areas.

(6) *At Lower Monumental Lock and Dam*. The waters
restricted to all vessels, except Government vessels, are
described as all waters commencing at the upstream of the
navigation lock guidewall and running in a direction of 46°
25' true for a distance of 344 yards; thence 326° 19' true for a
distance of 362 yards; thence 243° 19' true for a distance of
218 yards; thence 275° 59' true to the north shore a distance
of about 290 yards. The downstream limits commence at the
downstream end of the navigation lock guidewall; thence to
the north shore, at right angles and parallel to the axis of the
dam. Signs designate the restricted areas.

(7) *At Little Goose Lock and Dam*. The waters restricted to
all vessels, except Government vessels, are described as all
waters commencing at the upstream of the navigation lock
guidewall and running in a direction of 60° 37' true for a
distance of 676 yards; thence 345° 26' true to the north shore.
The downstream limits commence 512 yards downstream and
at right angles to the axis of the dam on the south shore;
thence parallel to the axis of the dam to the north shore.
Signs designate the restricted areas.

(8) *At Lower Granite Lock and Dam*. The waters restricted
to all vessels, except Government vessels, are described as all
waters commencing at the upstream of the navigation lock
guidewall thence running in the direction of 131° 31' true for
a distance of 608 yards; thence 210° 46' true to the south
shore, a distance of about 259 yards. The downstream limits
commence at the downstream end of navigation lock
guidewall; thence to the south shore, at right angles and
parallel to the axis of the dam. Signs designate the restricted
areas.

(CL 174/00; FR 1/26/2000)

Page 173-Paragraph 183, lines 5-6; read:

Channel and Santa Barbara Channel to Point Arguello. (See
charts 18022, 18740, 18720, 18725, 18746, 18721.) This
Traffic Separation ...

(CL 691/00)

Page 185-Paragraph 484, line 1; read:

Port Hueneme is an inland basin, about 1,400 feet long ...

(CL 660/00)

Page 185-Paragraph 489, lines 1-5; read:

In April 2000, the reported controlling depth was 35 feet in the entrance channel and basin, except for shoaling in the N and NW ends of the basin. The narrowest width of the entrance channel is 300 feet. However, ...

(CL 660/00)

Page 185-Paragraph 491, line 5; read:

The harbor is not affected by tidal streams or currents, however, cross currents do occur near the entrance to the harbor, and are not predictable.

(CL 660/00)

Page 185-Paragraph 492, lines 6-12; read:

Harbor district does not maintain pilots. Requests for pilots may be made by calling the Port Hueneme Pilots Association, telephone 805-984-4933. Pilots are available on a 24-hour basis and board vessels from a tug at a point 1.5 to 2.0 miles from the seabuoy. When ...

(CL 660/00)

Page 185-Paragraph 493, line 2; read:

starboard while inbound, port side outbound) amidships, about 5 ...

(CL 660/00)

Coast Pilot 7 31st 1997 Corrections

Page 257-Paragraph 179, lines 2-5; read:
45 feet over the bar and in the entrance channel, thence 38 feet in North Bay Channel to Eureka, thence 35 feet in the Eureka Channel outer reach and 26 feet in the inner reach. Project depth in Samoa Channel, including the turning basin, is 38 feet, and in Fields ...

(CL 32/2000; CL 683/00)

Page 291-Paragraph 85, lines 8-10; read:
operate to the town of **Olney** on Youngs River at high tide.
(679/00)

Page 294-Paragraph 140, line 3; read:
of 187 feet. The bridge piers are marked by buoys and fog signals.

(CL 934/00)

Page 304-Paragraph 386, line 1; read:
Charts 18541, 18542, 18543.-McNary Lock and Dam,
254.5 ...

(DOLE 2000)

Page 304-Paragraph 387, lines 1-3; read:
Lake Wallula, the pool created by McNary Dam, provides slack-water navigation from McNary Dam to the junction with the **Yakima River**, a distance of about 37 (43) miles. Depths ...

(DOLE 2000)

Page 324-Paragraph 142, line 3; read:
Hook, a low and narrow sandspit 3 miles long, and the main ...

(CL 662/00)

Page 324-Paragraph 143, lines 9-10; read:
48°07'25"N., 123°23'00"W. A depth of 25 feet is off the easternmost pier on the waterfront, and a shoal with a ...

(CL 662/00)

Page 324-Paragraph 150, line 5; read:
Angeles is provided by the Puget Sound Pilots. They monitor VHF-FM channel 13. (See Pilotage, ...
(CL 662/00)

Page 324-Paragraph 159 through Paragraph 165; read:
Port Terminal No. 1 (48°07'30"N., 123°26'24"W.): 956-foot berthing space on N side with an additional 425 feet to dolphins; 610 foot berthing space on S side, 42 feet at the

end; deck height, 17 feet; 17,000 square feet covered storage; 96,000 square feet open storage; shipment of general cargo, lumber, logs, pulp, and other forest products; berthing space for top side repair of large ocean going vessels.

Port of Port Angeles, Terminal No. 3 (W of Port Terminal 1): 480-foot berthing space; 41 to 45 feet alongside; deck height, 17 feet; receipt and shipment of general cargo, shipment of logs and lumber.

Privately operated facilities:

Black Ball Ferry Transport (48°07'21"N., 123°25'45"W.): Terminus of passenger and automobile ferry connecting Port Angeles and Victoria, B.C.; ferry makes two trips daily from March to May and October to January. From May to October it makes 4 trips daily. Visit "www.northolympic.com/coho" for the current schedule. Operated by Black Ball Transport, Inc.

Diashowa America, Port Angeles Mill Dock (48°07'57"N., 123°27'33"W.): 640-foot total berthing space with dolphins; 28 feet alongside; deck height, 10 feet; shipment of lumber; owned and operated by Merrill and Ring, Inc. **Note:** Vessels moor portside-to at this wharf; a tug is recommended for both docking and undocking.

Diashowa America, Port Angeles Barge Dock (48°08'08"N., 123°27'37"W.): 570-foot berthing space with dolphins; 36 to 40 feet alongside; deck height, 17½ feet; approximately 28,000 square feet covered storage; receipt of fuel oil for plant consumption; shipment of paper products; owned by Diashowa; operated by Diashowa America and BP Marine Americas. A 25-foot shoal is charted about 100 feet E of the face of the Wharf; a tug is recommended when undocking.

(CL 662/00; PS 37/98)

Page 325-Paragraph 168; read:

Repairs.-Port Angeles has several companies and facilities to perform major topside repairs to large oceangoing vessels; the nearest drydocking facilities are in Seattle/Tacoma, WA.

(CL 662/00)

Page 325-Paragraph 169, lines 10-14; read:
marine railway that can handle craft to 200 tons; a 75-ton lift is also available. Hull and engine repairs can be made at the yard, and electronic repair work can be arranged. The **harbormaster** controls the moorings in the basin.

(CL 662/00)

Page 325-Paragraph 178, lines 20-21; read:

end of the bay. A seasonal mooring float is at the park.
(CL 662/00)

Page 338-Paragraph 349, line 4; read:
tides. In March 2000, two shoal spots were reported E of the
ledge. The first shoal was about 550 yards E in about
48°26'58"N., 122°47'13"W. with a depth of about 7 fathoms.
The second shoal about 700 yards E in about 48°26'57"N.,
122°47'05"W. with a depth of about 8 fathoms.
(CL 516/00)

Page 339-Paragraph 373, lines 12-15; read:
other navigational aids mark the channel to Padilla Bay. In
April-May 1999, the midchannel controlling depth was 10
feet from Skagit Bay to deep water in Padilla Bay, except for
shoaling to 6 feet in the left half of the channel about 450
yards S of Swinomish Channel South Entrance Light 16.
(BPs 169151-162)

<http://critcorr.ncd.noaa.gov>

